

Weapons Safety

Award of Distinction

Sgt Bradford Gilley and A1C Richard Jackson discovered a broken P-1 gun connector while performing routine safe for maintenance procedures on an F-15 gun system that had returned from a gun mission. Further investigation revealed sheared bolt heads on both mounting bolts that secured the firing contact to the gun housing, allowing the firing lead to swing freely with the firing contact attached. They also noted the gun system would not rotate and immediately up-channeled a ground emergency. Sergeant Gilley ensured Armament Flight and Rapid Response team personnel were dispatched to the scene. A more thorough examination revealed a

20 millimeter round casing was split into two pieces around its circumference with the breech bolt and casing in the forward firing cam path at about the 7 o'clock or firing position. Later analysis determined this round fired prematurely, causing the gun to jam due to stress on the breech bolt in the unlocked position. Ensuring all safety precautions were taken, Sergeant Gilley and Airmen Jackson and Charles Gilbert removed the gun from the aircraft. Along with Armament back shop technicians' assistance, they disassembled the gun housing to facilitate removal of three live 20 millimeter ammunition rounds. The gun was then taken to the Armament Flight for further inspection. The unfailing dedication of SSgt Gilley, A1C Jackson and SrA Gilbert to safety and their strict adherence to Air Force directives and manuals averted the potential for further damage to equipment and critical wing assets.



SSgt Bradford C. Gilley, A1C Richard L. Jackson, SrA Charles S. Gilbert, 33rd Aircraft Maint. Sqdn., 33rd Fighter Wing, Eglin AFB, Florida

Ground Safety

Award of Distinction

SrA Christopher Barker was handpicked to be the 33rd Combat Communications Squadron's Unit Safety Representative and charged with overhauling and revitalizing the unit's entire safety program. He began with an all-inclusive review of the squadron's nine separate Job Safety Training Outlines which resulted in significant modifications and inclusion of shop-specific safety requirements. He then reviewed 130 AF Forms 55, Employee Safety and Health Records, identifying deficiencies in 35 of them. He personally directed their re-accomplishment to ensure mandatory training requirements were properly tracked, making a clear distinction between "one-time" and "recurring" training. Furthermore, he personally inspected all of the squadron's safety programs, coordinating the correction of 15 identified deficiencies with appropriate flight-safety representatives and supervisors and eradicating all of them

within 30 days. As part of that effort, Airman Barker created an innovative computer-based spot inspection tracking system, which he used to complete 25 monthly spot inspections throughout the squadron. During the Unit Compliance Self-Inspection that was done to prepare the Group for an upcoming Operational Readiness Inspection, he inspected six flights and seven work centers. He helped the squadron's three facility managers identify and correct several safety problems from simple tripping dangers to complex electrical hazards. During one of the spot inspections, he prevented a potential life threatening mishap by quickly identifying the improper wear of a safety harness in a work center. He followed up by working with the section supervisor to ensure individuals were adhering to training and proper procedures for use and maintenance of fall-protection equipment. Airman Barker also led a hard-charging effort in the "Seat Belt Awareness Program" by coordinating over 200 seat belt surveys. His actions heightened the awareness of over 800 Group personnel and resulted in an outstanding 100 percent seat belt compliance rate. Finally, SrA Barker emphasized off-duty safety with an active weekly briefing campaign, containing everything from holiday safety tips to the perils of drinking and driving.

SrA Christopher M. Barker, 33rd Combat Communications Sqdn., 3rd Combat Communications Group, Tinker AFB, Oklahoma

Unit Safety

Award of Distinction

As part of their daily preparation for flight operations, 23rd Fighter Group (FG) maintenance personnel loaded an LAU-117 launcher onto an A-10 in order to carry a TGM-65 for local training sorties. After a routine training sortie on July 12, a post-flight inspection by flight line personnel revealed one of the two LAU-117 suspension lugs was broken. The 23 FG Maintenance Armament Flight began investigating the cause of the fractured lug and discovered an abnormal degree of corrosion on the lower side of the lug. The Armament Flight immediately contacted other A-10 units to see if they had experienced similar problems. They discovered

that the 355th Wing at Davis-Monthan AFB, Ariz., had a comparable event several months earlier. The Armament Flight determined the best course of action was to perform a 100 percent inspection on all the base's LAU-117 launcher suspension lugs, so the 23 FG Commander ordered the local one-time Non-Destructive Inspection (NDI). Over a 2-week period, 88 sets of launcher suspension lugs (176 lugs) were painstakingly inspected and two more cracked lugs were found. Eliminating this risk probably prevented serious damage to 23 FG aircraft and personnel and serious damage to civilian personnel or property that could have resulted if a TGM-65 had fallen off an A-10 flying in the local area. The Armament Flight is submitting an AF Form 22 to require NDI of the suspension lugs every 24 months, in addition to the existing inspections. Along with the 23 FG cross-tell, a technical order change will alert the rest of the Air Force of this potentially dangerous situation. The Armament Flight's diligence and creation of the proposed NDI could prevent similar instances across the combat Air Force in units that carry LAU-117s.

23rd Maint. Sqdn., 23rd Fighter Group, Pope AFB, North Carolina

ACC Safety Salutes Superior Performance



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